



Samudra Hitarth Satya Nishtha

December 31, 2013

Starboard

Strategies

For Private Circulation only

Beacon 1: Beam 4

ISM - The dangers without
Wave-by-wave account of-
SS Sun Vista - First hand narrative.

ISM - Titanic &
a century of follies
and Autopsy of
Anglo Eastern DOC

Indian
Coastal Shipping
at the
Crossroads

Elusive Sea Berths -
Myopic vision of DG Shipping
With malice towards
one and all

MEO Class 4 - Solved Papers



Dial for Subscription and Advertisement Opportunities

+91 22 31923345

or mail to seema@starboardstrategies.net



Merry Christmas
&
Happy New Year





RAMANA ACADEMY OF MARITIME STUDIES



AN ISO 9001 : 2008
CERTIFIED INSTITUTE

BOOKING OFFICE AT BELAPUR

SAIRAJ MARINE SERVICES PRIVATE LIMITED (RPSL-MUM-231)

(A Division of Ramana Academy of Maritime

Studies Approved by D.G. Shipping, Govt. of India)

A-117, Kukreja Plaza, 1st floor, Sect-11, CBD Belapur, Navi Mumbai - 400614.

Tel : 022 - 27580501/03, Email : sairajmarine@gmail.com

Website : www.sairajmarine.com

TRAINING CENTRE AT PANVEL

Plot No. 5, GUT No. 85, 86 +96/1, Aakurli, New Panvel - 410 206

Tel : 8425805056/57, 8425999449, 02143-232107

Email: rams_marine@yahoo.co.in, Web: www.ramanaacademy.com

Daily bus services available from CBD Belapur Station (E)

Opp. MTNL Building at 08:30 a.m. & from Panvel Station 09:15 a.m.

OUR CREDENTIALS

Approved by DG Shipping, Govt. of India

Accredited with ISO 9001-2008 by BM TRADA, UK

DG SHIPPING APPROVED STCW'95 COURSES

STCW'95 COURSES		COMMENCING
Elementary First Aid	2.5 days	Every Mon & Thurs
Personal Survival Techniques	2.5 days	Every Mon & Thurs
Personal Safety & Social Responsibilities	3 days	Every Mon & Thurs
Fire Prevention & Fire Fighting	3 days	Every Mon & Thurs
Chemical Tanker Familiarisation (CTF)	5 days	Every Mon
Refresher PST & FPFF	1 days	Wed & Sat
Security Training For Seafarers With Designated Security Duties (SSDS)	2 days	Every Mon & Fri

Also conducting value added courses (NOT APPROVED BY DG SHIPPING)

Courses (Not Approved By DG Shipping)	DURATION
ISPS	1 Day
ISM Code	2 Days
Hellcopter Underwater Escape Training	1 Day
Maritime English	3 Days

SPECIAL OFFER BULK BOOKING FOR 4 STCW'95 / 2010 COURSES.

Course Timing : 09:30 hrs. To 16:30 hrs

Starboard Strategies

Maritime Management Magazine

REGISTRATION APPLIED FOR

Managing Editor

Padmanabhan Krishnan

Executive Editor

Padmakumar Krishnan

Editorial Board

Chairman

Capt. Gurbux Singh

Members

PH Krishnan

Padmakumar Krishnan

A K Barnwal

Circulation Manager

Sarafina

Advertisement Managers

Seema Gupta

Mily Sikdar

Ajay Barge

Design, Layout & Graphics

Sushma Dhavle

Production Assistant

Shailendra Sanas

Edited, Published & Printed by

P. H. Krishnan

for and on behalf of

Kship Media Services

Level 13, Platinum Techno Park

Sec. 30A, Plot 17 & 18, Vashi,

Navi Mumbai 400705, India

Tel : +91 22 6121 4942, 31923345

Fax : +91 22 61214950

Email: starboard@starboardstrategies.net

Website: www.starboardstrategies.net



Samudra Kitarth Salya Nishla

Beacon 1 : Beam 4

1. Elusive Sea Berths – Myopic vision of DG Shipping
With malice towards one and all - P. H. Krishnan
2. Indian Coastal Shipping at the Crossroads
- Sharoon Bhandarkar
3. ISM - The Titanic and a century of follies and
Autopsy of Anglo Eastern DOC - P.H. Krishnan
4. ISM at Work – Sinking Cruise Liner SS Sun Vista
– a firsthand narrative and the investigation
thereunto - Ravi Kumar Nair (2nd Engineer)
5. India Maritime - The year that was and in store
for years to come... - Padmakumar Krishnan
6. Solved Papers – MEO Class 4 – PART B
- Ashwini Barnwal
7. Advertise with us – A great investment
8. Sailor Stories



The industry is facing an oversupply of ships, rising costs and lower rates,

forcing fleet owners to reduce fleet personnel. On the other-hand there have been quite a few instances in which

the training seats are brought to a freeze by DG Shipping on asinine grounds that there are no adequate training berths. Do you apply this yardstick to engineering colleges, schools of architects, law-schools and medical colleges? Institute of Chartered Accountants, Costs and Works Accountants? Computer Training Academies, Animation Schools, Business Schools and you name them. Do you tell these colleges, institutes and academies to stop or cut short their admissions on the grounds of shortage of apprenticeships, internships and whatever you call it? Why the Maritime Administration is crying foul when the training berths shrink and training institutes cringe that they could not reduce their intake for reasons rather fiscal than anything else.

What about the Uruguay round and WTO agreement on Trade in Transport Services? Is DG Shipping exempted from GATT? If you stop production, there will be imports. As happens in Civil Aviation for pilots and co-pilots. Do you want that?

The ban comes at a time when India is looking to raise its global market share of seafarers to 9% by 2015 from 6% by supplying an additional 65,000 officers and 45,000 ratings (general purpose staff on ships).

Today, European shipowners, faced with severe shortages of seafarers, continue to employ large numbers of Asian seafarers and they have established training centres in various Asian countries to recruit and train them to man their vessels. In this regard, Japanese shipowners have joined those of Europeans and have established such training centres in the Philippines, Indonesia, and elsewhere to recruit the best possible men from these sources.

The predicted demand for seafarers in 2020 works out to 1,173,004 as per Japan International Transport Institute and the Nippon Foundation. If you don't want to lag behind Philippines and Indonesia, you have to act.

This will require tripling of the annual training capacity for officers from the present 5,600 to 15,000 and nearly doubling it for ratings from 4,600 to 9,000, consultancy firm McKinsey and Co. said in a 2010 report-Setting Sail-Growth of Share of Indian Seafarers.

There are about 82,000 India-born seafarers working on board ships globally. Today we are in the midst of a very severe shortage of officers and while the stock market may

Elusive Sea Berths – Myopic vision of DG Shipping With malice towards one and all

- P. H. Krishnan



go up or down in the next twelve months, the chances for finding good quality officers is certainly going down in the next twelve months! Every officer can find a job easily. Retired officers are being wooed to come back to sea with the lure of high wages and short contracts. Younger officers are being poached by companies willing to pay higher wages or willing to offer quicker promotions. Owners/managers with small fleets hardly have the choice of 'selecting' good quality officers. They have to take whoever is available, and on the conditions demanded by the seafarers. Now there are a number of factors causing this situation.

The world economy and shipping are turning around after a long drawn recession. As a result, the life of ships is being extended or ships are being converted into other ship types instead of being scrapped. The size of the total world fleet is therefore increasing rapidly. The entry of a large number of LNG vessels into the market is unprecedented. The severe shortage of officers is getting worse thanks to difficulties faced by companies in finding good quality officers who can cope with the higher standards imposed by the industry through measures like Port State Control and ISM Code Implementation. The experience and quality requirements of the oil majors are certainly leaving tanker owners with sleepless nights!

The situation in India is no different from other crewing countries. There is a significant increase in the demand for Indian officers in the specialized sectors of LNG, LPG, VLCCs Oil and Chemical Tankers, possibly because Indian officers are generally able to cope well in vetting inspections. A number of companies have recently entered the Indian market in these sectors driving the wages higher and leading to 'poaching wars' amongst manning companies. The cascade effect is causing officers from smaller, or lower paying companies move to larger or better paying companies. Today's mariner has choices. The reputation, safety standards, age of ships and working environment of the shipping companies etc., are being carefully scrutinized by today's seafarers! The good news from India is that the administration and the private sector are taking a number of steps to improve the situation. The number of deck and engine cadets being employed from India has risen significantly in the last 3-4 years.

The trend of focusing on post-sea training and continuous professional development is not seen in most crew-supplying nations. Global Met, the international association of training institutes has 21 members in India and Nautical Institute has hundreds of members out of



India. Both organizations hold a number of seminars each year in India and there is active interest in professional development found in the Indian seafarers. The Indian administration has firmly controlled the quality of education and India is one of the countries that always go beyond the minimum requirements of STCW95.

Some examples of the higher standards being enforced are:

- 1) Ship handling courses on a simulator are compulsory for obtaining Class I license.
- 2) Engineers have to undergo simulator courses for operational and management levels.
- 3) India has a requirement of minimum 60% in the school leaving examination to be eligible for becoming a cadet. Maths, Physics and Chemistry are compulsory requirements to become a trainee.
- 4) India has submitted proposals to IMO for making training on cargo handling simulators compulsory for LPG and LNG vessels.

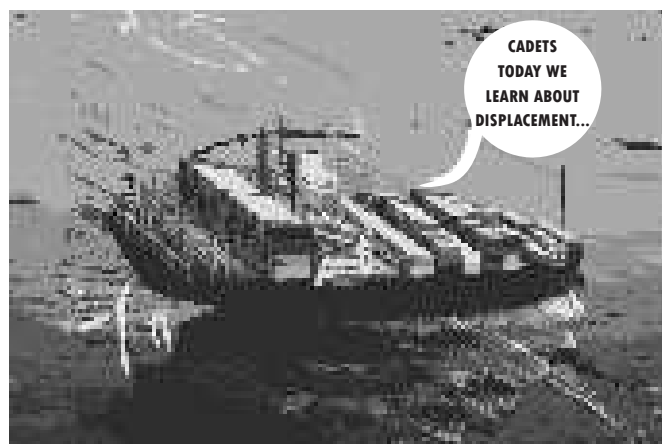
While the capacity is not increasing rapidly as it should, the quality has not suffered. The administration is working on some more innovative measures to enhance the quality of the seafarers from India. Anglo-Eastern has been employing Indian officers since the early 80s and today is the largest foreign employer of Indian seafarers, with a pool of over 5,000 seafarers from India, out of a total pool of over 1,00,000 seafarers worldwide. We have invested significantly in training facilities in India over the last 15 years. In our experience, Indian officers have been excellent 'Value for Money'.

India allowed private institutes to impart sea training from 1996. The country has some 85 maritime institutes offering various pre-sea training courses. These institutes need to place their students on ships as trainees after classroom instruction and before they can appear for their examinations, but due to a shortage of training berths at ships, many cadets haven't been able to complete their on-board training. What is the point in isolating and penalizing the institutes, instead of working along with the institutes to increase the availability of sea berths. Why not strictly enforce the tonnage regimes the way the RPSL Companies are monitored with regard to the Articles of Association. Why not make it compulsory for ship owners to tie up with some RPSL Companies?

A recent review by India's maritime regulator, the Directorate General of Shipping (DGS), pointed out that the intake of students for pre-sea courses significantly exceeded the training berths available. But realities apart, the attitude of the Administration is simply menacing to say the least. "The large and rapidly growing backlog of trainee officers who have completed their pre-sea courses but are unable to get the training berths on board ships-a

prerequisite for their certificates of competency in the entry grade-is a matter of serious concern," Mahua Sarkar, Deputy Director general of shipping, wrote in an 18 June circular. The ban took effect immediately. Madam Sirkar, bathos on your department. It is appalling that your mind does not take hold of the noticeable.

It is a verity that like the Europeans and the Japanese, albeit for different reasons, we are faced with a crisis in the training and employment of our seafarers. The international shipping industry is founded on a global labor market. Crew is often recruited from a range of different nations, from widely incongruent backgrounds, and may experience considerable difficulties in communicating with each other. Shipping firms engage in aggressive regime shopping; there is a continual search for cheaper officers and ratings. A close correlation exists between the acceptance of low wages and poor conditions at sea, and the lack of viable alternative employment onshore. This, among other reasons, has led to workers from a limited number of low wage economies, such as China and the Philippines dominating the shipping labor market. By 1995, there were over 1.2 million seafarers in the world, an



estimated sixty percent coming from Asia. As a result, workers from both the advanced societies, as well as a large number of developing societies have faced the prospect of increasing marginalization.

This problem has been exacerbated by the growing use of Flags of Convenience (FOCs). Ships at sea constitute floating parts of the nation-states whose flags they carry. In the inter and immediate WWII period, merchant ships became subject to increasing legal and collective regulations. National fleets showed a genuine link to their country of origin, with parent country staffing and labor



relations. However, by 1950, a small number of ships - estimated at some 4.5 percent of the world's merchant fleet - flew the flags of a handful of developing nations. The latter included Honduras, Panama, Costa Rica and Liberia. Ships flying FOCs were free of

taxation and national control, and rarely have a genuine link to their flag state. In the 1950s, American shipping companies increasingly resorted to FOCs to escape domestic legal requirements and collective agreements, replacing US with cheaper East European labor. By the 1970s, increasing numbers of European shipping firms were themselves resorting to FOCs, replacing domestic with cheaper foreign labor. Most FOC crews are now recruited in South-East Asia, with the overall FOC share of world shipping reaching some forty percent by the 1990s. From the 1950s onwards, trade unions have lobbied for a political solution to the FOC problem. However, in the face of resistance from the United States authorities, and increased competition on the basis of cost, European governments were gradually forced to accept the inevitability of FOCs.

Some very real concerns about safety have led to the dilution of FOC sovereignty; the principle of port state control is now embedded in international law. Port state controls today encompass technical and safety matters, as well as the social norms of International Labour Organisation (ILO) conventions, although the primary focus has been on the former. In addition, the International Transport Federation (ITF) began to co-ordinate the organization of FOC crews. In 1957, only four percent of shipping crews were covered by collective bargaining; by the 1990s, this had risen to 25-29 percent. However, some ITF affiliates may assist in breaking the rules, covering up

the low standards under which their members may work, in order to ensure that "cheap sailors" can continue to compete in the international labor market on the grounds of cost. In addition, some authoritarian Asian governments have deliberately sought to undermine effective unionism amongst their seafarers. Despite attempts at internationalization, FOCs continue to enable shipping firms to employ labor at the lowest possible cost. Indeed, even between low wage economies, seafarers face

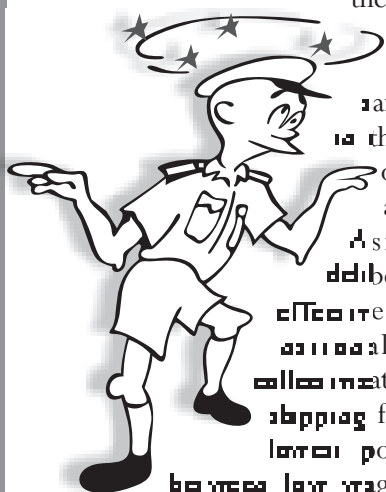
intense competition; geographical locale and differing regulatory regimes have resulted in African seafarers being particularly vulnerable in the face of Far Eastern competition. Many FOC states have a long history of failing to ensure that minimum international standards were upheld.

Maritime training in India has an excellent international reputation and all the institutions and training centers are accredited institutions offering STCW-95 compliant courses. However, the capacity of these training institutions has not been matched by the availability of sufficient training berths for significant numbers of trainees to gain the required amount of sea-time. Whilst it is essential that Indian ratings are equipped with STCW-95 qualifications, and in particular colored officers enter the labor market there is little point in providing formal training in the absence of opportunities to accumulate sea-time. The anomaly is that there is a shortage of skilled seafarers in key areas such as tankers, and offshore vessels particularly on regional routes. Many companies are flagging out because of the excessive and unrealistic controls, permits, red tape and strapping fee structure of DG Shipping and Indian Register of Shipping. On the one hand the training berths are shrinking and on the other hand the tonnage too shrinks ever since the reactionary regimes of Kiran Dhingra and Satish Agnithotri set their cactus feet in the Jahaz Bhavan. The Utopian dream of Tonnage Tax showering training berths is almost a non-starter.

Therefore, Mr. Gautam Chatterjee, if your XII Plan projections are anything to go by, you are required to increase your intake capacity across board three times over. If you can't enhance the quality of the training by involving the recruiters' agents like INSA, FOSMA and MASSA, if you crazily believed on the IRS, for quality assurance of the MAT, the fault is yours and yours alone. On the one hand, you have raised the physical standards of the maritime training institutes to such a high that they are unable to break even the capital costs even after ten years. Would you tell me what is the cost a "Ship-in-campus" - about which we shall see later - and what is its utility? On the other hand you have put a permanent Damocles' Sword on the roof of the institutes. Sealing all their initiatives. Putting all of them in defensive. Putting the onus of placement on their head. No, Sir! You are doing no good to the MET. It is time you had a rethinking. Re-start the Laissez faire DT Joseph and GS Sahni nourished and let the market regulate itself.

You're holding a crucial chair in Indian Shipping. The chair adorned by some marshals of the industry, like Pinto, Joseph and Sahani. And the ignoble and the ignorable who followed before Gautam Chatterjee. The choice is yours and yours alone! ■

- Editor (editor@starboardstrategies.net)





Indian Coastal Shipping at the Crossroads

- Sharoon Bhandarkar

India is
effective.
efficiency

make coastal shipping one of the most effective mode of transportation in India, which has more than 7,512 kms of coastline. Use of coastal shipping would not only bring down the cost of transportation, but also bring a significant reduction in the congestion on roads and railways. Despite the above mentioned advantages, coastal shipping in India, as compared to the European nations, is still in its nascent stage. Poor infrastructure

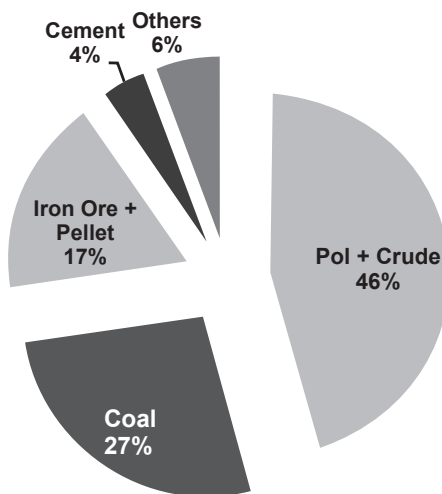
Coastal Shipping refers to the movement of cargo via ships between different ports along the coastline of

India. Ideally, the cost of coastal shipping should be efficient and

which are used to carry low value cargo such as Coal, Iron Ore, etc. The following table shows the share of coastal ships in various categories.

India's coastal fleet is dominated by ships which are used for services sector. As can be seen in the table above, the Indian coastal shipping fleet is dominated by ships which are used for services sector and not by ships which undertake coastal or cargo trade. Out of the 674 ships which have been licensed to operate in coastal waters, only 98 ships are actually cargo carriers and 83 are passenger ferries. Both constitute only 25% of the total fleet. The cumulative carrying capacity of General cargo coastal ships is less than 200,000 DWT. In terms of numbers, tugs and OSVs form a substantial proportion of the coastal fleet. On the other hand, bulk carriers, though small in number, make a dominant contribution to the overall GRT. These bulk carriers include chiefly, the thermal coal carriers operated by Poompuhar Shipping of Chennai that operate between Haldia/Paradip and Tuticorin. The tugs are engaged mainly in port operations and towage. Since the 1970s (when Bombay High Oil fields became operational) and 1980s (when exploratory drilling operations extended to a number of locations along the Indian coast), the OSVs have emerged as significant contributors to the coastal tonnage. With increasing oil prices and focus of government on Offshore Exploration and Production, demand for OSV has increased substantially.

Fleet distribution of Indian Flagged ships in coastal waters



facilities for loading and unloading cargo at ports, insufficient aid from the maritime states for the development of infrastructure for coastal shipping, poor road connectivity at the minor ports, lack of cargo generating centers at the hinterlands near the ports and such other disadvantages make the coastal shipping industry in India, lag far behind those of its Western counterparts.

commodity wise breakup of Coastal movement of cargo.

As the contribution of value added cargo is small, so is the distribution of fleet for coastal movement of cargo. It is dominated by ships used for specialized services and ships

Indian Flagged Ships in Coastal Water	No
Offshore Vessels	110
Specialized Vessel	38
Dredgers	28
Tugs	220
Product Tankers	13
Bulk Carrier	12
Crude Oil Carrier	2
General Cargo Vessel	71
Port & Maritime Trusts	93
Passenger Ferries	83
Others	4
Total Coastal Vessels	674

As the contribution of value added cargo is small, so is the distribution of fleet for coastal movement of cargo. It is dominated by ships used for specialized services and ships which are used to carry low value cargo such as Coal, Iron



Ore, etc. The following table shows the share of coastal ships in various categories.

Fleet distribution of Indian Flagged ships in coastal waters

India's coastal fleet is dominated by ships which are used for services sector. As can be seen in the table above, the Indian coastal shipping fleet is dominated by ships which are used for services sector and not by ships which undertake coastal or cargo trade. Out of the 674 ships which have been licensed to operate in coastal waters, only 98 ships are actually cargo carriers and 83 are passenger ferries. Both constitute only 25% of the total fleet. The cumulative carrying capacity of General cargo coastal ships is less than 200,000 DWT. In terms of numbers, tugs and OSVs form a substantial proportion of the coastal fleet. On the other hand, bulk carriers, though small in number, make a dominant contribution to the overall GRT. These bulk carriers include chiefly, the thermal coal carriers operated by Poompuhar Shipping of Chennai that operate between Haldia/Paradip and Tuticorin. The tugs are engaged mainly in port operations and towage. Since the 1970s (when Bombay High Oil fields became operational) and 1980s (when exploratory drilling operations extended to a number of locations along the Indian coast), the OSVs have emerged as significant contributors to the coastal tonnage. With increasing oil prices and focus of government on Offshore Exploration and Production, demand for OSV has increased substantially.

At present, of the total coastal vessels registered with the DG Shipping, almost two-third of the vessels are non-cargo carrying vessels, and only one-third comprises the cargo carrying vessels. The mini bulk carriers transporting cargo like cement, clinkers, iron-ore, iron ore-fines, steel coils, finished iron, gypsum, salt, soda ash etc. form approximately half of the total of cargo carrying vessels.

Factors demoting popularity of Coastal Shipping in India

Despite its several advantages over the road and the rail modes of transportation, coastal shipping has still not been able to establish a base in the India transport infrastructure system for the reasons mentioned below:

» Bunker fuel oil used for a coastal vessel costs about 30% more than the bunker oil used for an oceangoing vessel. Coastal vessels, unlike those of the oceangoing vessels have to pay heavy duties on bunker oil. The diesel used in road

transport, on the other hand, is highly subsidized. The proposal of the Shipping Ministry for rationalization of the duties on bunker oil recommended by the Tata Consultancy Report is yet to be approved by the Government of India. A lot of spares and parts of these coastal vessels have to be imported and they, thus, become highly dutiable. The imported spares can be exempted for taxes only when the ships are repaired in the ship repair units registered with the Director General of Shipping.

» Coastal vessels have to comply with the specifications of the oceangoing vessels even though they are not subject to the same level of turbulence. This unnecessarily increases the capital costs of coastal vessels and also the operating cost of the coastal vessels. This makes coastal shipping uncompetitive compared to the road and rail transportation.

» Manning scales, taxes, staff cost on Indian ocean going vessels are higher than the foreign vessels. Also qualified officers prefer working in oceangoing vessels for they reward them with better remunerations. This makes coastal shipping an unattractive choice for knowledgeable and experienced manpower.

» Indian seafarers employed on foreign vessels or Indian vessels plying outside of Indian territorial waters for more than 183 days in a year are considered non residents and are not required to pay any taxes. Seafarers and officers employed on coastal vessels in India do not have the said advantage. Hence, it becomes tough to attract and retain talent in the coastal shipping. Moreover, companies have to pay additional wages and perks to bring the salary levels at par with the other segments of shipping. This increases the operating cost of running a ship and it renders coastal shipping less attractive.

» Major consumption centers in India are land locked. A large production base for domestic consumption of goods is based in landlocked regions, which are hundreds of kilometers away from the coast. Moving cargo using waterways is not a commercially viable option for them.

Container movement by Coastal Shipping

There are a very few coastal shipping companies operating container ships. Due to low volume of cargo and poor capacity-utilization of ships, the segment has not been found to be very attractive for shipping companies. The market is operated by a very few players working on a very few dedicated routes for coastal movement of containers. Some of the shipping lines also touch the ports in Pakistan and Sri Lanka. Movement of containers on the East Coast and West Coast are more dominant. The coastal vessels



mostly ply between different ports on the East Coast and also on the West Coast. However, due to the large distance factor and low volume of containers, the movement of containers between ports of East coast and west coast is restricted. The movement of containers by railways is rather preferred. Major container routes in India are as follows

»» Mundra International Container Terminal – Pipavav Port Trust - Jawaharlal Nehru Port Trust – New Mangalore Port Trust - Cochin Port Trust – Tuticorin Port Trust – Cochin Port Trust.

»» Chennai Port Trust- Vizag Port Trust - Haldia Dock Complex-Vizag Port Trust – Chennai Port Trust.

There are a very few companies which operate coastal container vessels in this segment. Some of them are Shreyas Shipping, Jindal Vector, Seaways Shipping, Gati, SKS Logistics, etc. Shreyas is one of the dominant players in the container coastal shipping segment. It owns a fleet of seven vessels and has a combined capacity of nearly 6000TEUs, of which majority is deployed on the west coast of India. Jindal Vector is a new entrant in the sector. It entered the Indian coastal shipping market for moving containerized coastal shipping by acquiring 5 vessels. Seaway shipping has its dominance on the East Coast of India. It also provides reefer services. SKS Logistics operates 3 container vessels. Three of the vessels are 160TEU vessels. Container ships of SKS ply between Mumbai Port and JNPT.

Comparison of Coastal movement of Containers to total Port traffic

PORT	Transshipment	Coastal	Destination	Total mn TEU	% share for Coastal
Kolkata	0.299	0.003	0.000	0.30	0.99%
Haldia	0.127	0.000	0.000	0.13	0.00%
Parai	0.002	0.000	0.000	0.00	4.55%
Vishakhapatna	0.074	0.004	0.010	0.09	1.92%
Chennai	0.603	0.022	0.519	1.14	12.76%
Tuticorin	0.089	0.056	0.294	0.44	17.62%
Cochin	0.211	0.046	0.004	0.26	3.45%
New Mangalore	0.024	0.001	0.001	0.03	0.00%
Mormugao	0.014	0.000	0.000	0.01	80.43%
Mumbai	0.000	0.074	0.018	0.09	3.04%
J.N.P.T.	0.153	0.120	3.680	3.95	13.87%
Kandla	0.043	0.019	0.075	0.14	13.87%
Total	1.642	0.345	4.601	6.588	5.24%

As can be seen in the table above, the coastal movement of containers has over 5% share of the total containers handled at major ports in India. Major ports handle close to 6.6 million tons of the total 8.0 Million TEU of containers handled at the Indian ports. The coastal movement of containers faces direct competition from the aggressively expanding railways network and multi-modal operators in India. As a rule of thumb, for distance of less than 300 kms of container movement, roadways are preferred. For distance between 300 kms to 500 kms, the share of road and

rail for containers movement is roughly in the ratio of 50%. However, for all distances of more than 500 kms, railways are the preferred mode of transporting containers. In the present scenario, the coastal movement of containers is viable only for the long distance movement of containers. The coastal shipping of containers has to compete with railways which is increasing its infrastructure and also with the allotment of licenses to private players for operating container trains. The productivity of rail movement of containers is likely to increase further. Government is also mulling plans to initiate double stacked containers on the train which would double the capacity of the rail infrastructure used for movement of containers and would also bring down per TEU cost of moving containers. This would further make coastal movement of containers unattractive in India. The following is the list of some of the companies which have been awarded licenses to operate container trains in India.

- Container Corporation of India
- Adani Logistics
- Boxtrans Logistics India
- Central Warehousing Corporation
- Container Rail Road Services
- Delhi Assam roadways
- Gateway Rail Freight
- Hind Terminal
- Pipavav Rail Corporation
- Reliance Infrastructure
- SICAL logistics

As can be seen in the list above, the number of operators for containerized trains is more than that of the coastal shipping. The concept of coastal shipping for containers is quite old, but the private participation in the container trains has been initiated lately. Still, there is more enthusiasm among the developers on the container train than the coastal shipping. Container Corporation of India is the largest operator of container trains and containers. As can be seen in the table below, the share of containers moved by Container Corporation of India (CONCOR) is several times higher than the containers moved using coastal shipping, as shown in the table earlier.

To be Continued next Issue...



The term “authority gradient” refers to the distribution of decision-making and the balance or imbalance of authority and power in a group or organization, usually in relation to a specific type of situation. Although it is rarely considered by the maritime industry, it plays an important role in health care or aviation. It is also used to describe how easy or difficult it may be for someone with a lower authority to question or challenge somebody with a higher authority. The authority gradient is itself influenced by a number of other factors, such as education, social background, gender, age, professional roles and perceived expertise. In the context of International Safety Management, the Starboard Strategies, in all humility wants to make the authority gradient approach in making a dispassionate rather than a critical analysis of the ISM. While the initial situation assessment may have been appropriate at the time the ISM was made, the present cognitive hysteresis of the ISM implies that neither the original assessment nor the method of implementation of the ISM has been revised even if an opportunity for that has arisen a long ago. The dreary psychological fixation of the DGS ISM Cell with the situation when ISM was promulgated ignoring the present evidences, particularly evidence that diverges from the expected makes it difficult to evolve a dynamic thinking towards improvement.

Today ISM gives “overriding authority” to Master. Even Titanic's master received a letter which he had to sign and return. The letter stated that “You are to dismiss all idea of competitive passages with other vessels and to concentrate your attention upon a cautious, prudent and ever watchful system of navigation, which shall lose time or suffer any other temporary inconvenience rather than incur the slightest risk which can be avoided.” But there was also a conflicting message from management. In the Titanic accident report, Lord Mersey, the Judge heading the investigation, commented “Its root is probably to be found in the competition and in the desire of the public for quick passages rather in the judgment of the navigators”.



A similar dilemma can be found in the case of Costa Concordia, where the company advertised that the ship would sail a “touristy” sailing course close to land. The case is not simply that organizations (the blunt end) give one message – like “safety first” – but neglect to follow-up on it. The case is rather that organizations want to have their cake and eat it too, by emphasizing both safety and productivity. This creates a psychological and social conflict at the sharp end, where the outcome is uncertain. On 13 January 2012 nearly a century after the Titanic holocaust, at about 9:45 p.m., in calm seas and overcast weather, under the command of Captain Francesco Schettino, Costa Concordia struck a rock in the Tyrrhenian Sea just off the eastern shore of Isola del Giglio, on the western coast of Italy about 100 km (62 mi) northwest of Rome. This tore a 50 m (160 ft) gash on the port side of her hull, which almost immediately flooded parts of the engine room and caused loss of power to her propulsion and electrical systems. With water flooding in and listing, the ship drifted back to Giglio Island, where she grounded just 500 m (550 yd) north of the village of Giglio Porto, resting on her starboard (right) side in shallow waters with most of her starboard side under water. Despite the gradual sinking of the ship, its complete loss of power, and its proximity to shore in calm seas, an order to abandon ship was not issued until over an hour after the initial impact. Although international maritime law requires all passengers to be evacuated within 30 minutes of an order to abandon ship, the evacuation of Costa Concordia took over six hours and not all passengers were evacuated. Of the 3,229 passengers and 1,023 crew known to have been aboard, 30 people died, and two more passengers are missing and presumed dead.

Perhaps it is easier to picture this if one has in mind the aviation industry. Before every take off the pilots go meticulously through a detailed checklist of safety procedures and functions to see that everything is perfectly in order. Also, after takeoff if there is any indication that something is wrong; the main focus is immediately the safety of passengers and plane. The pilots take no chances and try to land the plane. The flight attendants brief the passengers on mandatory safety routines and where to find safety appliances. Furthermore, after the flight every defect, however small, has to be recorded and attended. Everybody who works on an airline, everybody travelling with one takes this for granted. Shouldn't the ship-owners and the sailors do that as well? It is a fact that between 1980 and 1997, in eighteen years, 167 bulk carriers' and 1352 lives were lost. It can also be added the maritime disasters “Herald of Free Enterprise” in 1987, “Scandinavian Star” in



1990 and "Estonia" in 1994 took over 1200 lives. Human error plays a vital part in marine claims. It is said to account for around 65% of all major claims and out of these, up to 80% resulting from management failure of one sort or another.

In shipping operations, as in any other industry, time and resource constraints affect the day-to-day routines. The time and the measures taken to ensure safety operations have to be balanced with economical considerations in the commercial operation of a ship.

The desire to arrive in time with the ship has indeed often played a fatal role in accidents, such as Herald of Free Enterprise in 1987 (DoT 1987), Estonia in 1994 (Joint Accident Investigation Commission 1997), the MSC Napoli in 2007 (Marine Accident Investigation Branch 2008) and of course the Titanic.

MARITIME ACCIDENT INVESTIGATION & PERSISTENT HUMAN FACTORS ISSUES

Accident investigations very often seem to be constrained by the principles of What-You-Look-For-Is-What-You-Find and What-You-Find-Is-What-You-Fix. Maritime accident investigations have traditionally looked for one or more distinct causes and tried to address them one by one, as if they were independent of each other. The near universal assumption, expressed by the causality credo, is that every effect has a cause, and that the cause usually can be determined to be a failure or malfunction of a "component" – be it technological, human or organizational. According to this logic, if we can find and fix the failure or the malfunction, then the risk will be reduced or even eliminated and safety therefore increased.

The causality credo, however, limits the scope of investigations to concrete and tangible causes, but neglects a host of other factors that are less conspicuous and have a more indirect influence. As the comparison of the fates that befell the Titanic and the Costa Concordia however shows, accidents seem to happen for the same underlying human and organizational reasons even though they are separated by a century of improvements to technology and safety regulations. In the wider perspective, the really important question is therefore not why these and many other ships have foundered, but rather why these reasons remain and why accident investigations and the reactions to them are more or less the same now as they were 100 years ago.

One explanation is the safety thinking that focuses on things that go wrong or could go wrong, such as near misses, incidents and accidents. The alternative perspective, called Safety-II, focuses on the situations of everyday work where things go right. In this case the

purpose of safety efforts is to facilitate the performance adjustments that are necessary for everyday work to succeed, i.e., not only try to avoid things going wrong, but also try to ensure that they go right.

This cannot be done without understanding how things happen, including the many human and organizational factors that determine how work is carried out, for example the authority gradient, group think, cognitive hysteresis, unanticipated consequences of new technology, latent organizational conditions, and the ubiquitous trade-offs between efficiency and thoroughness. An argument is made that the application of a synthesis approach in the research, i.e., a combined qualitative - quantitative methodology, would provide the most comprehensive picture of the Code's effectiveness.

ISM CODE IMPLEMENTATION

The sophomore years of the first phase of ISM Code implementation have elicited mixed reviews and conflicting verdicts – success ("The ISM Code's beneficial impact"), failure ("ISM: the bulb that failed to bloom"), and skepticism ("The ISM Code – is it working?") – have been heralded in the shipping news. Such assessments, however, seem to be largely based on oral testimony and anecdotal evidence. There is an obvious need to conduct research and to gather and analyze data that could provide sound, scientific, and objective evaluations of the Code. One of the first steps in such a research effort is identifying appropriate performance criteria, i.e., indicators that provide specific measures of safety and reveal how well the Code and its different components are doing in meeting its objectives. There are four good reasons why the performance of regulatory regimes such as the ISM Code should be measured and assessed:

What gets measured gets done

If you don't measure results, you can't tell success from failure

If you can't see success, you can't learn from it

If you can't recognize failure, you can't correct it.

COMPLETED AND ONGOING ISM RESEARCH

A study carried out by Germanischer Lloyd analyzed survey forms filled out by 382 shipping companies evaluated the International shipping industry's attitude towards ISM and its readiness to implement the Code. Together with the survey data, Germanischer Lloyd used the ISM certification process as a mechanism to identify what safety problems found aboard ship posed a hindrance to the attainment of the Code's objectives. One of the GL's findings was the existence of widespread resistance among industry personnel against "imposing" a safety culture aboard ship and against the introduction of what was perceived as yet another regulatory and documentary burden. The data also confirmed that the shipping sector as a whole was not ready for the ISM Code. Nevertheless, the German study is relevant to this article in that it identifies



factors that help determine the attitudes and perceptions shore-and-ship-based personnel have of ISM and safety in general.

As per a current KShip Study, there is a perceived conflict between the requirements under the ISM Code to produce hundred and one reports as a part of its SMS (safety management system)... on the one hand, and, on the other hand, the consequential production of potentially self incriminating evidence which could be used against those who produced that evidence: the ships' masters, or other seafarers... and the ship managers who will stand exposed to civil or criminal liabilities." KShip Study focuses on the willingness of seafarers to submit reports of deficiency and non-compliance and how readily shore management acts upon such reports. Since this system of reporting is a novel concept in shipping and is the key to the SMS's self perfecting mechanism, the level of activity in this area would also reflect upon the effective operation of the ISM Code.

(un)GROUND(ed) REALITIES

In all, the effectiveness of any SMC depends on its comprehensiveness and in turn the comprehensiveness is one thing the makers of the SMC are afraid of since in the event of anything untoward happening to the ship or its crew it would be the manager's ass that would be on line, - sorry for the profanity, but there is no other better expression to my knowledge -because of the drug acting as the toxin itself, as one senior surveyor put it to me bluntly when confronted with our 1400-odd pages of SMS manuals. Are they self-defeating? In a way, yes. The case of Anglo Eastern and Prem Pride is a lethal example for State despotism by which Anglo Eastern Ship Management had to whither down its company flag for all too apparent reasons simply on the basis of RO's report that would definitely enchant the audience of a Gilbert and Sullivan Comic Opera but the Indian Laws of evidence leave alone the inquisitive eyes of a maritime lawyer or judge. Who assigned all the surveys the delay of which is attributed by the IRS as the reason for the suspension of the DOC with linkages to a past explosion onboard MT Prem Divya owned by Mercator and managed by the Indian unit of Anglo-Eastern) at Fujairah in the United Arab Emirates that killed five people—two crew and three repair workers in 2011? Have the surveys any impact on the safety of the vessel or just a money spinner for IRS, the money machine? This would also not stand the test of Indian or international law since any past action or inaction of a company or person cannot be a valid reason for deciding upon a present or future penal action, if no penal action was taken for the same cause and the case was decided some other way, like a warning,

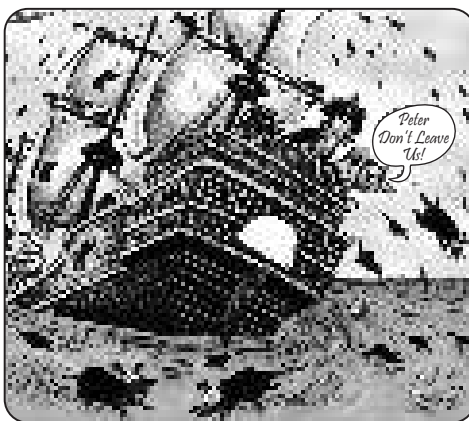
Censure or an additional ISM Audit as recently done in the case of Amba Shipping. Hearsay or even the written report of the RO, in this case IRS, is no valid reason for the DOC being revoked. Superimposed thereon is the fallacy of administrative action relating to revocation of DOC of Anglo Eastern or suspension of COC of the DPAs concerned sought or required to have been executed under the hand and seal of the Government of India smacks of bliss of ignorance since it cannot be executed by an Engineer and Ship Surveyor who is not definitely authorized under Art. 299(1) of the Constitution to discharge powers and responsibilities vested in Government of India. And since suspension is temporary deprivation of an office how come this interim action was taken instead of invalidation as envisaged in the rules? What was the Company's explanation and why it was not accepted? Is it not necessary in a case of such grave magnitude that a speaking order, 'res ipso loquitur' should have been issued?

And how come the Singapore DOC of the Anglo Eastern was suspended by the Indian Flag State, whereas the MCA has rightfully nominated nine agencies for ISM Certification? Why not Indian DOC since Prem Divya sailed and burnt with Indian DOC? Was it all an eye wash? Safeguard for the milk and camaraderie with the cat?

While the ISM Code requires that shipping companies develop an SMS with a built-in self-perfecting mechanism, the Code itself is not equipped with the same type of mechanism. This is where the regulatory regimes could be useful in identifying some criteria and overall industry goals that could give an indication of the state of the ISM Code, and provide a more scientific basis for bringing out sensitive amendments, instead of replication of DG Circular 84 and 105. It might be difficult to attach minimum, maximum, or ideal values (whether numerical or normative) to the performance criteria until an initial study is conducted. However, scientific research into the

ISM Code's performance could eventually lead to the development of practical assessment systems similar to those available to safety management in other industries.

In a recent session of the IMO Sub-Committee on Flag State Implementation, the Secretary-General of IMO made the following admonition: "We should not allow (the ISM Code) to become merely a paper exercise." This is in reaction to fears expressed by some sectors of the





maritime industry that the physical trappings of a safety management system we now see in vessels and shipping companies are testimony to nothing more than just another cumbersome international maritime documentary exercise. This is why a studied

basis should be made for giving any verdict on the Code's performance. If studies indicate that the Code is indeed achieving its intended results, then the fear is baseless. If the real life experiences indicate that the Code does not seem to make a significant dent in the accident statistics, then the research could also give clues as to how the situation may be improved. While safety performance measurement is useful in describing the present state of a safety management system, it is even more useful as a basis for improving the system's performance, i.e., by identifying weaknesses and targeting necessary interventions. On the one hand, the non-prescriptive nature of that Code ensures that each SMS is tailor-fitted to the particular shipping company. On the other, it presents a challenge for assessment and evaluation. The dilemma facing the analyst is how to gather measurable and quantifiable data without intentionally causing the transference of prescriptive values to any ISM Code amendment exercise. This is the reason this article advocates a mixed approach to evaluation. After reviewing ISM Code research, IMO documents, policy analysis literature, and safety science research, this study has proposed that a combined quantitative -qualitative approach of research be conducted. This article has also offered the following criteria, fewer than two broad headings, for evaluating the ISM Code's performance:

ISM is not about compliance with the aim of obtaining certification. It is about compliance with a simple, logical and wholly uncompromising concept, based on quality assurance principles. Remember that the objective of the Code is to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to environment and property. It's a safety-culture where safety is raised to the highest priority, safety of lives and environment. The ISM Code will change the ship-owners well-established possibility to blame his crew for negligence and make him responsible to a larger extent concerning his vessels. On the other hand it will help him discover bad routines and weaknesses on his vessels and give him a chance to correct them before an incident happens. It is a tool for the ship-owner to show his good intentions and prudence as well as a tool for a judicial review later, when called for. A ship-owner that chooses not to comply with the Code will be out of business permanently and if he complies poorly he will have a hard time running his business. The ISM Code will have a significant effect on the possibility for ship-

owners to limit their liability since it will give the ship-owner much more privity or knowledge and more often put him at fault. At least when it comes to the 1957 convention and the 1851 liability act. The ISM Code will have a significant effect on seaworthiness since it will clearly take away many situations that earlier made a vessel unseaworthy. The Code makes all ship-owners who fully comply with it to ordinary, careful and prudent ship-owners and as such they don't put a vessel to sea in an unseaworthy condition because if they do they are no longer prudent. The ISM Code will have a significant effect on insurance market since it will help the underwriters to better evaluate the risk and through this be able to put a correct premium. The ship-owner wants to have as low premia as possible and a vessel with a working SMS and fewer incidents will probably lower his premiums. A good incentive to be able to pay for the inevitable costs that the Code brings by lowering your insurance costs. Also for the underwriters it is better with a working ISM since they will probably have less claims to indemnify. At the end of the day this will lead to safer and cleaner environment and that lives are spared. The ISM Code will have a significant effect on P&I cover for mostly the same reasons as for insurance. P&I clubs are ship-owners who have gathered to help each other. Since a ship-owner needs his P&I club and almost all clubs for sure have it as a requirement that the vessel is compliant with the Code, then there will be very few vessels noncompliant and those who are will have a hard time out in the cold.

The ISM has become the mainstay of operational safety of vessels across oceans. Indian Administration, in its belief that the Indian Register of Shipping is the sole RO has denied the ship owners their multiple choices in getting their SMC certified. Singapore does. New Zealand does. And so do many other countries. The choices are:

- **American Bureau of Shipping (ABS)**
- **Bureau Veritas (BV)**
- **China Classification Society (CCS)**
- **Det Norske Veritas (DNV)**
- **Germanischer Lloyd (GL)**
- **Korean Register of Shipping (KR)**
- **Lloyd's Register (LR)**
- **Nippon Kaiji Kyokai (NK)**
- **Registro Italiano Navale (RINA)**

We too need the choices. It is a democracy after all. And in the WTO Regime, there is no preference to sui generis agencies as far as Surveys and Inspections are concerned. Choices mean quality. The theory of Natural Selection. Economical, qualitative and user-friendly. As also street-wise. The Engineering Branch of the DG Shipping cannot throttle us to count on the IRS's monopoly, selective benevolence or nepotism. Is someone listening from the neoliberal Jahaj Bhavan aka iThink Gamma, Beta, Theta or Delta, Penta, Hexa building? ■



ISM at Work – Sinking Cruise Liner SS Sun Vista – a firsthand narrative and the investigation thereunto

- Ravi Kumar Nair (2nd Engineer)

A true story giving an account of how **Ravi Kumar Nair**, then third Engineer that sank off the Malakka Straits on the fateful night of **Thursday, 20th MAY 1999** as she caught



fire, during his afternoon duty in the engine room. The Sun vista was based at Singapore, making voyages between Singapore to Phuket and back, touching regularly at the passenger terminal at the World Trade Centre. When with the previous owners she was

cruising in the Caribbean until she was bought by Sun cruises. The liner was refurbished and repaired at Sembawang Shipyard, Singapore. She was regularly cruising between Malacca and Penang on her way to Phuket. During each of these fixed weekly itineraries was an overnight Anchorage somewhere out at sea off Singapore Port limits for professional gamblers to have their night out in the gamblers den on board. , the Ship's staff at work serving and entertaining guests and companies holding gala events or couples celebrating Anniversaries or just tourists.

The vessel was owned by Metro Holdings Ltd, which owns just fewer than 70 percent of cruise ship operator Sun Cruises. Rescuers said the site looked like a scene from the film "Titanic", with the liner on fire, smoke belching out, and passengers frantically climbing into life boats.

It was fate that pulled Ravi Nair, third engineer with the ominous ship to its lap. The rest of the story in his own words.

20th May, 1999, Thursday afternoon was to be the Doom's Day for this wonderful lady, and for all of us over one thousand men, women and children who had made this ship our home for a long while. None of us expected this voyage would make headlines for all the wrong reasons and would be written in the history of disasters at sea. I was typically on duty from 1200 hrs with the ship heading towards Singapore on her way back after she departed from Phuket the previous evening, Wednesday, 19th May 1999 cruising steadily at a speed of about 13 knots on the Malacca Straits. Her ETA at Singapore was 1100 Hrs on Friday, 21st May 1999. For the passengers it was a day to revitalize their energies after

some busy days at Ports. Some were lazing on the deck sunbathing and sipping beer, some enjoying in the swimming pool; some making last minute purchases at the duty free shops on board. The hotel staff was busy cleaning up the dining halls and preparing the tables for lunch, bar waitresses serving cocktails to guests at the pool side and on deck, children enjoying in the Jacuzzi. Some were just discussing their next itinerary at Singapore's shopping malls.

I had a group of passengers, who had come to the engine room for a walk around used to be scheduled every Thursday of the voyage. Some of them I had met sometime during dinner. They were thrilled to see such heavy Machinery, the main propulsion Steam Turbine Engines that rotated the heavy shafts and the Propellers, which moved the ship ahead and astern, the power generators that supplied electrical power to the entire ship. They were all so suddenly excited when they learnt that they were below the water level outside. I mentioned to them about the wonders of a steam ship compared to a motor vessel. The walk around in the Machinery spaces was almost over when one of the alarms went on indicating a failure in some system. Very soon I noticed that one of the pumps had stopped and I went on to start the standby pump and as I was getting other parameters to normalcy when the Filipino junior engineer reported to me that another of the main sea water circulating Pumps had stopped functioning and the standby pump was not starting. I realized that it was due to a power failure on that part of the switch board. I immediately informed the Chief Electrical Officer to restore power to the concerned units. He immediately rushed and tried to put on some breaker which resulted in a total black-out. This all happened in a jiffy at 1445 Hrs. and brought the running machinery all over the ship to a standstill. The emergency alarms immediately started buzzing and I requested the guests to leave the Engine room and shoved them out. A blackout or total power failure is a matter of grave concern on board and is attended to as an emergency. Richard (the staff chief engineer) and I rushed into the engine control room and shut off the steam to main engines, him holding the port maneuvering valve and me the stbd engine's. We then shut off steam to Turbo Generators. I went about isolating the evaporator and other valves in the Steam and feed water system, actually so that the Plant could be repowered economically and quickly. I did all this without realizing the dangerous conditions I was working in. Fire, heat, smoke, darkness



and low oxygen supply had already engulfed the environs of the Engine Room. When I was back on the main engine platform I realized that I was the only one in the engine room. This sent a chill up my spine as I smelt the danger lurking in the darkness.

Fortunately the engine room was dimly lit by the sunlight passing through the skylight. By then I was partially choking due to the surging heat in the engine room since all ventilation fans had stopped. I soon rushed to the deck for some fresh air where to my relief I found my colleagues who had gathered there. The Emergency Generator was started but it wouldn't come on load in spite of repeated attempts, so all chances of restoring power to the emergency supplies had fizzled out. As was designed, the standby diesel generators could not be started without electrical power. This is not the case now as Maritime regulations have now made it mandatory for Standby Generators to start and take the Ship's emergency electrical load immediately on automatic mode. Soon I heard an announcement over the public broadcast that there was a fire in the engine room. I rushed back to the entrance of the engine room on no. 5 deck where I saw two smoke divers entering the engine room with complete fire suits donned under the command of the chief engineer. Soon we heard an announcement calling the entire crew and passengers to assemble beside the bridge deck. We were all divided as per our department and soon a head count was made. The security officers went around evacuating all passengers from the accommodation. This is the sequence to be followed before inerting the Engine room for Fire Fighting with The Fixed Fire fighting system. (To ensure that all on board were accounted for and that there was nobody in the Engine Room - as the Engine Room would soon be filled with CO2 gas and be devoid of Oxygen necessary for Life). After the muster was found ok the fire flaps were shut. All tunnel doors in the engine room close when there is a hydraulic power failure. Soon the CO2 fixed fire extinguishing system was operated to the machinery spaces. Smoke and fire sparks were found blowing from the funnel. The intensity of the Fire had amplified and the CO2 System had very little effect on the fire. In the mean time there was panic amongst the crew and the passengers since everybody realized that all their dreams of a holiday on a luxury liner were turning into a nightmare. A stewardess who had fainted was already on a stretcher. This had a fearful psychological effect on the

female staff who when joining, thought that they were equal to men who dared to take on the perils of a tough life at sea.

At about 1730 Hrs, the captain announced to Abandon Ship and the next expedition had begun. Each boat was lowered to the embarkation deck. There were 18 lifeboats, including a large number of life rafts, (which were not used). In the melee that ensued, I rushed back to my cabin to collect my engineers' certificates which were the most precious of all documents and honestly that was a decision, I thank God for helping me to take. I found my way to the embarkation deck guiding the other bewildered guests and crew from the hotel department who weren't too well versed with reacting to Emergencies of this kind. We would usually muster every Monday for the boat drill. Never ever did anyone of us think during those Monday mornings that this drill would ever have to be performed in reality and that too on a ship that was safe. Now as the next

Incidentally, the film Mann, starring Manisha koirala and Aamir Khan was made on this ship. Those who have seen the Movie can imagine the beautiful lady sailing in all her glory with all the decorated closed and open decks, lounges, cabins, swimming pools, and lighting

task began, the passengers, ladies among the crew and eventually the men moved in an orderly manner as guided by the ship's crew. Each crew member had a designated role to play during Emergencies. Panic averted a stampede, the band kept the Morale high and calmed the situation playing Celine Dion's silky-smooth buzz in the Film Titanic, "my heart will go on". Each person boarded his designated lifeboat in harmony in quick succession. This is where training before coming to ship and during the period on board helped all of us perform in the most disciplined and proficient manner. Think back of the manner in which there was utter chaos and confusion in the Titanic when she met her watery grave during her maiden voyage. This further proved that safety, survival and management techniques in handling near miss and disasters at sea had under gone a massive change during the end of



the last century and is continuing to do so at a very fast pace to make life at sea safer for all those great people who dare to venture into a career at sea.

A head count of all the people in the lifeboats was made. It was ascertained that all crew designated to each boat had boarded. Meticulously each one of us took our duties in the boat. In our boat, the bosun took over the tiller. I checked and got the engines started and handed over the control to the Filipino cadet engineer, Fernando. Soon all boats steered clear of the ship and as per instructions from the Master we remained in close proximity to the ship. About 14 of the crew, including the Captain, remained on board to complete whatever actions needed on board since the ship was still on almost even keel. Fortunately for us the weather was clear, sea absolutely calm and blue with small waves rubbing naughtily along the Ship's side and the water not too cold, these are major factors that affect survival at sea during disasters. Since an SOS was already made we were asked to steer clear of the Sun Vista and move towards ships that were passing the busy Malacca straits. A tug boat was at a distance spraying a pressurized jet of water through one of the cabin portholes. Earlier they were spraying water through the funnel. By this time the heat had spread to the decks just above the ER. After maneuvering the Life Boat for about two hours we noticed two container ships which had slowed down and were signaling to us to come alongside. The wails and barks of two small children still haunt my ears. The atmosphere in the boat was quite hot with some remaining cheerful, a young guju lady sobbing with fear was being cosseted by her husband, a weeping young Chinese girl was being cajoled by her colleague. Anti sea sick pills were being distributed by a Filipino stewardess, as the number of people vomiting had enlarged. Soon the crew on the rescue ship was hurling drinking water bottles to the boats. We were about eight boats maneuvering ourselves away from each other to prevent collision since in such circumstances patience and cautious actions are the most vital or it would be like falling from fire to the frying pan. Soon women, children, passengers and crew members not involved in emergency operations made their way to the waiting ship from each boat. As a matter of seamanship, a seaman abandons his ship as the last option available, since the ship is considered

the safest life boat. Frankly I even until that moment thought that the ship would be saved and we could go back to her which was another reason why I did not collect my valuables including money and other Maritime mandatory course documents. The Bosun, Fernando the cadet electrician Alex from Poland and I were asked to perform as the members of the **Rescue Boat**. We then were asked to return back to the ship to pick up the people left back on the ship. As we approached the ship we saw the ship tilting perilously to the starboard side. The embarkation ladder was lowered and secured to our boat. The Bosun held onto the ladder and made his way back to the ship. He soon lowered a bag of soft drinks and other eatables to the boat which we quickly savored down as our energies had already exhausted with fear, trepidation and adrenaline rush in the physical system. The 14 crew members who were still on board were alerted to prepare to board the lifeboat. The ship had already tilted to about 10 degrees to the starboard side. Soon they started coming down the ladder with bags on their shoulders, which contained the ship's documents and our passports and CDC'S. As far as I can recollect the people remaining to Abandon Ship were the staff Captain, Aquino, Chief officer Phillip, Indian third officer Pratap, Michael the cruise manager who also performed as the most talented artiste on stage, staff chief engineer Sydney, chief engineer Barretto, the computer operator, radio officer, Captain Sven Harknell and others. Soon everyone



was in the boat to our delight as the ship had already started tilting dangerously to over 20 degrees to stbd. And remaining close to the ship was dangerous as we could be swooped into the void space created by the ship as she would go down and her going down was imminent in a matter of minutes. All of us in chorus starting screaming for the Captain. Soon weird thoughts swept through all of us and we all had the same thought in our mind "WAS THE CAPTAIN KEEN ON BEING HEROIC and HAD DECIDED TO GO DOWN WITH THE SHIP"? Our fears almost turned true as we were deciding on what to do as we were all panic stricken as the ship had already tilted alarmingly. Amidst our frantic shouts we saw the



burly Swede held on to the Monkey ladder, his brief case in position – the one he always had along with him.

He quickly said that he got delayed because he was making a call to the company explaining the latest situation. His hawk

eyes quickly surveyed the boat to ensure that all the remaining people were on the boat. We heaved a sigh of relief and maneuvered to a safe distance from where we could see the outline of the ship in the billowing smoke. She tilted further to the starboard side and was about to capsize when her stern suddenly took a plunge downwards into the sea. Then again as I recited a silent prayer in my mind she tilted again and capsized. The Time was exactly 0121 Hrs, Malaysian Standard Time. The dome of the satellite 'A' was severed and separated. Soon various loose floating objects were seen all around. We waited to see the last of the 770 foot long beautiful lady, who had sailed in all her splendor and glory since 1964, when she was commissioned as GALILEO GALILELLI, an all riveted Ship unlike the Welded Ships of today. It was terrifying to see such a huge and unbelievably beautiful ship being swallowed by the ocean. After seeing the last glimpse of the Sun Vista, we moved away in the eerie silence that followed. The Tug boat in the distance that was fighting the Fire was flashing its powerful torch across her deck and warning other Ships in the vicinity to keep away from the course. We moved towards a speedboat, which was waiting for us, to pick us up and take us to Penang in Malaysia. So we were perhaps on our final leg towards safety and shore. The speedboat thundered its way across the sea and brought us to the shore.

A stinging report the Bahamas Maritime Authority (BMA) on the sinking in the Malacca Straits of the Singapore cruise ship Sun Vista in May last year cites serious deficiencies in the vessel, its safety and life-saving equipment and safety management system. The picture that emerges from the report is that the ship was in such poor mechanical and safety-related condition that the BMA questions whether it should have been carrying passengers.

The report is highly critical of the role played by virtually everyone involved with the 36-year old vessel, including the ship's manager Sembawang Ship management, a Sembcorp Industries unit since divested to Norwegian Tschudi & Eitzen; the American Bureau of Shipping (ABS); and the ship's senior officers. "It is clear from the evidence available that the engine-room crew were struggling to

keep the vessel operational to the extent that emergency measures became routine in dealing with machinery and equipment failures," the report says. It also raises questions as to the thoroughness of the ABS in surveying the ship, based on the fact it issued a Passenger and Safety Certificate just six months before the fire and sinking. "The impression gained from evaluation of evidence during the investigation was of an old ship in poor mechanical condition and requiring considerable refurbishment of the main and auxiliary machinery and safety equipment, including fire dampers, fire detection system and electrical equipment", the report says.

A closer scrutiny of the vessel by the classification society might have identified the most serious of the mechanical failings and required remedial action to be taken." But the report adds: "If the ship managers or crew deliberately conceal deficiencies, they may not be detected by the surveyor." It is considered that Sembawang Ship management was not open with the American Bureau of Shipping regarding some of the deficiencies in the machinery and equipment known to them." These included several non-conformities with International Safety Management procedures. A Sembcorp Industries spokesman told the company is studying the report and will not comment until it has finished its analysis.

The UK MAIB (Marine Accident Investigation Branch) annual report 1999 made just a passing remark, "Elsewhere in the world 1999 saw the fire onboard, and subsequent sinking of, the cruise ship Sun Vista in the Malacca Strait in May ..."

However, the Independent reported: The crew of the Singapore-owned Sun Vista was said to have panicked during the evacuation, and passengers, including 146 Britons, had to spend up to eight hours in the open boats before being rescued. The fire, in the main engine room switchboard, was first reported at 3.15pm local time, but it was more than three hours before a distress signal was sent and a further hour before passengers were taken off in 18 lifeboats and four life rafts. Some floated for hours awaiting rescue ships. The British holidaymakers formed the largest group among passengers from 20 countries. Heat from the fire is believed to have buckled plates below the water line, allowing the sea to rush in. The ship capsized and sank in the early hours.

So much for the ISM

Now a book - MY CRUISE HOLIDAY FROM HELL. How My Shipwreck Nightmare Came True. - Kindle Edition
Dennis Champion. ■

*India Maritime -
The year that was and in store
for years to come...*

- Padmakumar Krishnan

In today's interdependent and globalized world, efficient and cost-effective transportation systems that link global supply chains are the engine fuelling economic development and prosperity. With 80 per cent of global merchandise trade by volume carried by sea and handled by ports worldwide, the strategic economic importance of maritime transport as a trade enabler cannot be overemphasized. The trade competitiveness of all countries - developed and developing alike, and including landlocked countries - depends heavily on effective access to international shipping services and port networks.

The global seaborne trade is estimated to have increased by 4.3 per cent in 2013, with the total reaching over 9 billion tons in 2012 for the first time ever. Driven in particular by growing domestic demand in China and increased intra-Asian and South-South trade, seaborne trade nevertheless remains subject to persistent downside risks facing the world economy and trade. Freight rates have remained low and volatile in the various market segments (container, liquid and dry bulk).

Maritime transport is facing a new and complex environment that involves both challenges and opportunities. Of all the prevailing challenges, however, the interconnected issues of energy security and costs, climate change, and environmental sustainability are perhaps the most unsettling. Climate change in particular continues to rank high on the international policy agenda, including that of shipping and port businesses. Turning to the opportunities, these include - to name but a few - deeper regional integration and South-South cooperation; growing diversification of sources of supply; and access to new markets, facilitated by cooperation agreements and by improved transport networks (e.g. the Panama Canal expansion).

In view of recent research that suggests that containerization has been a stronger driver of globalization than trade liberalization has, the Review discusses global developments in container trade flows and containership deployment. It also presents trends over 10 years in liner shipping connectivity in developing regions.

There needs a mention to be made on recent progress made in understanding impediments to accessing sea-shipping services, for the trade of goods between landlocked territories and overseas markets.

A new paradigm is observed for transit based on a conveyor-belt concept, which aims at achieving a continuous supply of transit transport services, supported by institutional frameworks and infrastructure.

Efficient transit transport systems can be established through genuine partnerships between landlocked and transit developing countries and their development partners at the national, bilateral, subregional, regional and global levels and through partnership between public and private sectors. Partnerships should be based on the mutual benefits deriving from the specific actions that major stakeholders have agreed to undertake in the present programme of action in order to establish efficient transit transport systems. The international community, including financial and development institutions and donor countries, should provide financial and technical support to help those countries to deal effectively with their transit transport problems and requirements.

Wish you all a very happy, safe and prosperous New Year 2014.

Padmakumar Krishnan
Executive Editor

Happy New Year





steam only

5. may not require a thrust bearing
A. 1, 2, 3, 4 | B. 2, 3 | C. 1, 3, 4, 5 | D. 1, 2, 3, 5
E. 2, 3, 4

Answer: D

2. **Impulse turbines:**
A. have a velocity drop through the nozzle
B. have no pressure drop through the moving blades
C. use low pressure steam only
D. are of the single stage design only
E. are used for high pressure steam applications

Answer: B

3. **Dummy pistons:**
1. are usually installed on reaction turbines only
2. are used to increase the turbine horsepower
3. are usually installed on the high pressure end of the turbine
4. balance out the thrust on the rotor
A. 1, 2 | B. 1, 2, 3 | C. 1, 3, 4 | D. 1, 2, 4
E. 2, 3, 4

Answer: C

4. **Cooling towers:**
1. remove the heat from the condensate
2. should use water treatment
3. prevent thermal pollution of rivers and lakes
4. cannot be used during winter periods
5. remove the sensible heat of the steam in the condenser
A. 2, 3 | B. 1, 3, 4 | C. 1, 3, 4, 5 | D. 3, 4, 5
E. 2, 3, 4

Answer: A

5. **Generally, steam turbine blades are made of:**
A. cast iron | B. brass | C. carbon steel
D. stainless steel | E. bronze

Answer: D

6. **The purpose of a regenerator on a gas turbine is to:**
A. regenerate the fuel | B. cool the combustion air
C. improve the cycle efficiency
D. start the compressor | E. produce more electricity

Answer: C

1. **Impulse turbines:**
1. have a velocity increase through the nozzles
2. blades have the angle of inlet the same as the outlet
3. could have more than one set of blades
4. are used for low pressure

7. **When starting-up a reciprocating pump:**
A. the discharge valve should be closed
B. the discharge valve should be open
C. the pump should be filled with air
D. the pump should be at the correct temperature
E. the suction valve must be closed

Answer: B

8. **Priming a water pump means:**
A. raising the suction line to the level of the water
B. removing the foot valve to allow the water to flow through
C. closing the discharge valve before starting the motor
D. filling the pumps casing and suction line with water
E. painting the internals of a pump

Answer: D

9. **What size of packing should be used to repack a pump gland having an 8.6 cm stuffing box bore and 6.7 cm pump shaft diameter?**
A. 0.5 cm | B. 1.9 cm | C. 0.95 cm | D. 1.6 cm
E. 2.0 cm

Answer: C

10. **A sliding vane pump is termed:**
A. a reciprocating pump | B. a centrifugal pump
C. a rotary pump | D. a double acting pump
E. a slide pump

Answer: C

11. **Greases are commonly a mixture of mineral oil and:**
A. carbon powder | B. soap | C. graphite
D. synthetic oils | E. natural oils

Answer: B

12. **Causes of anti-friction bearing failures are:**
1. improper fitting 3. high operating temperature
2. false brinelling 4. poor quality lubricant
A. 1, 3, 4 | B. 2, 3, 4 | C. 1, 2, 3
D. 1, 2, 3, 4 | E. 3, 4

Answer: D

13. **The pour point of an oil is:**
A. the lowest pressure at which the oil will flow
B. the lowest neutralization number of the oil
C. the highest temperature at which the oil will flow
D. the lowest pressure at which oil will stop to flow
E. the lowest temperature at which oil will flow

Answer: E

14. **A basic law of electricity is, unlike charges attract each other and like charges:**
A. repel each other | B. hold each other
D. are neutralized | C. attract each other
E. impact each other

Answer: A



15. The value of the current flow in an electric circuit, where the voltage is 12 volts and the resistance is 3 ohms is:

- A. 4 watts | B. 36 amperes | C. 0.25 amperes
D. 4 amperes | E. 2.5 amperes

Answer: D

16. The voltmeter is placed:

- A. in series with the ammeter
B. in parallel with the circuit
C. across the synchroscope
D. in series with the circuit
E. as close to a battery as possible

Answer: B

17. Isolated electrical power lines:

- A. are always closed
B. are always visible
C. require double insulation
D. may have an induced or static electrical charge
E. have no potential

Answer: D

18. 10 metres of wire of uniform cross sectional area has a resistance of 20 ohms. If the length of the wire is increased to 500 metres the resistance will be:

- A. 1 000 ohms | B. 0.4 ohms | C. 25 ohms
D. 250 ohms | E. 4 ohms

Answer: A

19. Regarding alternating current systems, starting from zero and rising to a maximum positive or negative value and returning to zero, is known as:

- A. a cycle | B. the frequency | C. one half cycle
D. an open circuit | E. a sine wave

Answer: C

20. The rotating field of an AC alternator is obtained by exciting the windings on the rotor with:

- A. AC power | B. stator current
C. magnetic particles | D. DC power
E. interpoles

Answer: D

21. A commutator would be found in:

- A. an AC generator | B. an induction motor
C. a DC generator | D. a wound rotor motor
E. a synchronous motor

Answer: C

22. The Bourdon tube is often shaped in the form of a "C", having an arc span of about:

- A. 180 degrees
B. 360 degrees
C. 200 degrees
D. 270 degrees | E. 225 degrees

Answer: D

23. In a variable area flow meter the differential pressure:

- A. is constant
B. changes directly as the area changes
C. changes inversely as the area changes
D. changes to the square root of the area changes
E. changes inversely to the square root of the area

Answer: A

24. The low water cut off can be tested by:

- A. raising steam pressure
B. shutting off the fire
C. shutting off the feedwater
D. opening the safety valve
E. draining the steam drum

Answer: C

25. A hot water boiler is protected from over pressure by means of:

- A. a safety pop valve | B. a boiler steam safety valve
C. an expansion valve | D. an air release valve
E. the expansion tank

Answer: B

26. Your boiler is operated with automatic water feeders. If the boiler suddenly requires an increase in water treatment, what should you look for?

- A. see if the chemical pump has stopped
B. check for a loss of water
C. check to see if the chemical supplier has sent the wrong chemicals
D. Nothing. Simply increase the pump stroke to put more chemicals into the system and protect it from excessive raw water make-up
E. check the water supply to find out if the water quality has changed

Answer: A, B, D.

27. The blow down valve of a steam heating boiler must:

- A. Be installed in series with the safety valve,
B. Be installed in the steam space,



- C. Regulate the feedwater,
D. Be installed at the lowest point of the boiler,
E. Be welded to outlet piping.

Answer: D

28. The purpose of a cushion tank is to:

- A. store heat while the boiler is firing
B. allow for the expansion of water in the system
C. prevent the system from overflowing
D. to prevent the water in the system from freezing
E. eliminate water hammer when steam load is low

Answer: B

29. The purpose of fins on a convector tube is to:

- A. strengthen the tube
B. prevent rupture
C. increase heat transfer rate.
D. accumulate warm air
E. make it lighter in construction

Answer: C

30. Steam is prevented from leaking out around the valve stem of a packless radiator valve with the use of:

- A. A seat | B. A diaphragm | C. A spring
D. An outside screw | E. A collar

Answer: B

31. Two element feedwater control:

- A. measures water level and steam flow
B. measures water flow and steam flow
C. measures water level and steam level
D. measures oil flow and steam flow
E. measures oil level and steam flow

Answer: A

32. One advantage of the electric probe type of low water fuel cut-off is:

A. It contains no moving parts or the possibility of mechanical failure is eliminated,

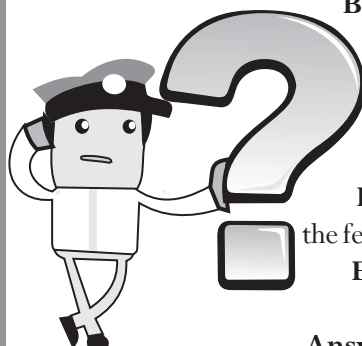
B. They operate at a higher water level than the float type,

C. That the probes give an indication of the dissolved solids in the boiler water,

D. It gives a quicker response to the feedwater regulator,

E. Power is not required once boiler is in operation.

Answer: A



33. In some installations in order to guarantee a supply of clear hot water and prolong the life of a hot water heater the:

- A. Temperature differential of the temperature control is increased,
B. Temperature differential of the temperature control is decreased,
C. Operating temperature is raised,
D. Inner shell of the heater is lined with cement,
E. Only treated water is used.

Answer: D

34. In the vapour compression type of refrigeration system, the liquid refrigerant is changed to a gas in the:

- A. condenser | B. evaporator | C. receiver
D. compressor | E. refrigerant gas chamber

Answer: B

35. Safety valves on a refrigeration system:

- A. should be fitted on the receiver
B. should be tested by hand lever regularly
C. should be equipped with a leather seat
D. should discharge to sewer
E. should discharge into the receiver

Answer: A

36. The expansion valve in a refrigeration system is:

- A. between the condenser and the receiver
B. between the evaporator and the compressor
C. between the receiver and the evaporator
D. between the compressor and the condenser
E. between the compressor and the receiver

Answer: C

37. The three types of compressors most frequently used in refrigeration systems are:

1. Axial | 2. rotary | 3. centrifugal | 4. reciprocating
A. 1, 2 and 3 | B. 1, 3 and | C. 2, 3 and 4
D. 1, 2 and 4 | E. All of the above

Answer: D

38. Which Canadian Code deals with refrigeration systems?

- A. CSA B51 | B. CSA B52 | C. CSA B31
D. CSA B16 | E. CSA B35.1

Answer: B

39. Three common sensing elements used on humidistat are the:

1. Human hair element | 2. hygroscopic element
3. Wood element | 4. Metal element.
A. 1, 2 and 3 | B. 1, 2 and 4 | C. 1, 3 and 4
D. 2, 3 and 4 | E. 2, 1 and 4

Answer: A



40. A Runaround air conditioning heat recovery system consists of two finned tube heat exchangers, the preconditioning coil and the recovery coil. Where is the preconditioning coil of this system usually located?

- A. on the suction side of the pump
- B. on the discharge side of the 3-way mixing valve
- C. in the duct work handling the ventilation into the process
- D. at the end of the charging unit
- E. in the ductwork handling exhaust air

Answer: C

41. The best type of filter for the removal of fine dust, smoke and fumes is the:

- A. viscous impingement filter | B. dry filter
- C. bag type filter | D. electrostatic filter
- E. micron filter

Answer: D

42. The purpose of boiling out a boiler is:

- A. to test the material of the boiler
- B. to find the boiling point of the water in the boiler
- C. to remove any grease and oil from the heating surface
- D. to check if there are any leaks
- E. to dry out the setting

Answer: C

43. The boiler boiling out procedure:

- A. should be done at operating pressure
- B. should be done before the dry out procedure
- C. should be done at one-half the operating pressure
- D. should be done once a year
- E. should be done once a week at start up

Answer: C

44. Prior to commencing boiler cleaning operations it is necessary to:

- 1. test the boiler water
- 2. close steam and water valves
- 3. tag all valves to indicate shut down
- 4. complete the boiler-room log book
- 5. check out the burners.
- A. 1 and 3 | B. 2 and 3 | C. 3 and 5 | D. 1 and 5
- E. 4 and 5

Answer: B

45. Natural ropes are made of:

- A. nylon | B. polyethylene | C. Dacron
- D. manila | E. polypropylene

Answer: D

46. Raising or lowering of heavy objects using ropes and cables is known as:

- A. lifting | B. rigging | C. hoisting | D. craning
- E. elevating

Answer: C

47. During an internal boiler inspection an engineer should check:

- A. that there is a proper air flow through the furnace.
- B. that all external parts of drums and equipment are positioned properly.
- C. for scale deposits, corrosion, erosion, deformation, refractory, cracks, leaks or other defects.
- D. that the moveable grates and ash system are functioning properly.
- E. All of the above.

Answer: C

48. The purpose of the absorber in a natural gas plant is to:

- A. remove condensates from the gas
- B. absorb all the hydro-carbons from the gas
- C. scrub the gas from amine
- D. remove hydrogen sulphide and carbon dioxide from the gas
- E. cool down the natural gas before the separator

Answer: D

49. The economizer in the steam cycle of an electricity generating plant is located between the:

- A. radiant and convection superheaters
- B. boiler drum and superheater
- C. feedwater pump and the boiler drum
- D. superheater and the turbine.
- E. dryers and digester

Answer: C

50. In a recovery boiler:

- A. waste heat is recovered from the baking operation
- B. black liquor is burned to eliminate lignin
- C. smelt is burnt to produce black liquor
- D. lime is recovered for re-use
- E. wood is recovered after the liquor is burned off

Answer: B



Advertise with us – A great investment

For cost-effective advertising that reaches your message to over 75,000 readers twice every week.

For Marketing Inquiries - Mr. Shailendra Sanas / Ms. Seema Gupta

Kship Media Services, Krishnamrutam Enterprises Private Limited

Level 13, Platinum Techno Park

Plot No 17 and 18, Sector 30A Vashi, Navi Mumbai 400705 India

Tel: +91 22 6121 4942, 31923345 | Fax: +91 22 6121 4950

Email: krishnan@kship.co.in | seema@kship.co.in | shailendra@kship.co.in | sushma@sreetechsolutions.com

Website: www.kship.co.in, www.starboardstrategies.net or www.starboardstrategies.in

RATES FOR THE STARBOARD STRATEGIES - SHIPPING FORTNIGHTLY

Advertising Rates w.e.f from **August 2013**

Sizes	Rates in INR		
	B&W	Spot	Multi Colour
Full Page	7600	8000	15300
Half Page	4000	4100	8100
Quarter Page	2000	2100	4300
1/8th Page	1000	1100	3100
Classifieds	NA	600	NA
Full Center Spread - 2 pages	NA	NA	2200
Half Center Spread	NA	NA	17000
Full Center Spread - 4 pages	NA	NA	33000

Premium Pages

Front Half Cover - Rs 28,000/-

Full Back Cover - Rs 22,000/-

Front Panel - 100% Extra

Page 2 - 50% Extra / Page 3 - 25% Extra

Guaranteed Page - 10% Extra.

Guaranteed Page and Position - 20% Extra

10% Artwork Charges where applicable

Additional charges for Copy-writing where applicable

12.36% Govt. Service Tax will be applicable on these rates.

Contract Discounts* Conditions Apply

104 Insertions

52 Insertions

26 Insertions

13 Insertions

25 Insertions Extra Free

10 Insertions Extra Free

4 Insertions Extra Free

1 Insertions Extra Free

Mechanical Details

Size of Full Page : (Ht.: 26.67 cm Wd.: 21.59 cm)

Size of Half Page : (Ht.: 13.335 cm Wd.: 21.59 cm)

Size of Quarter Page : (Ht.: 13.335 cm Wd.: 10.795 cm)

Size of Full Center Spread : (Ht.: 26.67 cm Wd.: 43cms)

Size of Half Center Spread : (Ht.: 13.335 cm Wd.: 43cms)

Size 1/8th : (Ht.: 6.667 cm Wd.: 10.795 cm)

Classifieds : (Ht.: 6.667 cm Wd.: 5.397 cm)

www.starboardstrategies.net – A virtual magazine online

Monthly Front Page Banner Charges = Rs 11,000/-

Annual Front Page Banner Charges = Rs 83,000/-

All Cheques in favour of : Krishnamrutam Enterprises Private Limited, Online Payment Facility Available

Kship Media Services

Level 13, Platinum Techno Park, Sec. 30A, Plot 17 & 18, Vashi, Navi Mumbai 400705, India

Tel. : +91 22 6121 4942, 31923345 | Fax : +91 22 61214950 | www.starboardstrategies.in

**ADVERTISE
WITH US**



Sailor Stories



Pray

As the storm raged, the captain realized his ship was sinking fast. He called out, "Anyone here know how to pray?"

One man stepped forward. "Aye, Captain, I know how to pray."

"Good," said the captain, "you pray while the rest of us put on our life jackets - we're one short."

The Genie

A second engineer, first officer and captain were off the ship together for lunch. While crossing a park they came upon an antique oil lamp. They rubbed it and a Genie came out in a puff of smoke. The Genie said, "I usually only grant three wishes, so I'll give each of you just one."

"Me first!" said the second engineer. "I want to be in the Bahamas, driving a speedboat, a beautiful woman at my side and not a care in the world." Poof! He was gone.

"Me next!" says the first officer. "I want to be in Hawaii, relaxing on the beach with my personal masseuse, an endless supply of pina coladas and a beautiful woman." Poof! He's gone.

"You're next," the Genie says to the Chief.

The Chief said, "I want those two back on the ship right after lunch."

E-Male...

A Sailor sent an e-mail to his wife, informing her that his ship would be returning from deployment a day early. Arriving home, he found his wife with another man. Upset, he stormed off and got a room at the Navy Lodge to decide what to do next. His thoughts were interrupted by a call from his mother-in-law.

"Bill" she said, "I checked with my daughter and, as I expected, there is a perfectly good explanation for this whole episode."

"This I've got to hear," the Sailor said.

"It was an honest mistake," the mother-in-law said. "She never got your e-mail!"

Trouble...

A sailor walks into a bar, gives the bartender a conspiratorial wink and says, "Quick, pour me a drink, before the trouble starts." The bartender pours a drink and watches as the Sailor downs it in one gulp.

The Sailor slams the glass down on the bar and says, "Quick, give me another one before the trouble starts."

The bartender pours another glass and the Sailor drinks it as quickly as he had the first. The Sailor pauses, lets out a belch and demands a third drink 'before the trouble starts.'

After several rounds of this, the bartender says, "Look Sailor, you've been talking about trouble for ten minutes. Just when is this 'trouble' going to start?"

The sailor looks at the bartender and grins. "The trouble starts just as soon as you figure out that I don't have any money."

Dollar trouble

A ship captain was standing by a cigarette machine at the harbor when he stopped a cadet walking by. "Sailor, do you have change for a dollar?"

"Sure, buddy," said the 2nd mate, rooting around his pocket.

"That's no way to address a captain! Now let's try it again. Do you have change for a dollar?"

The mate snapped to attention and barked, "No, sir!"

Generally,

When asked by a higher officer how some compulsive gamblers were doing as sailors, the captain said, "Generally fine, except when they hear, All hands on deck, then they all pick up their cards!"

Kship - Total Technical Management - RSPL No. MUM/249, DGS/ENGG/DOC/000341 - Your unique choice for a carefree shipping business

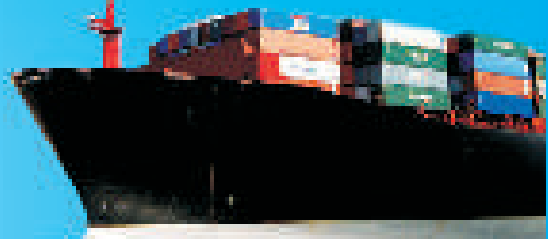


Kship Offers -

- Broad-based international shipping services
- Ship owning, and offshore Services
- Technical ship management
- Commercial ship management,
- Newbuilding supervision
- Offshore support services
- Expert consultancy
- Dry-dock management
- Ship inspections
- Lay-up services
- Ship design
- Ship owning joint ventures
- Crewing Solutions, Part Manning
- One Stop Shipping Solutions

We need urgently the following officers and crew for various kinds of vessels

Masters-FG, NCV / CE-FG, NCV / Chief Officers / Second Engineers
Second Officers / Third Engineers / Third Officers / Fourth Engineers
TMEs And Deck Cadets / OS, Bosun, Electricians, Fitters, and Welders



A CLASS ABOVE THE OTHERS

Requirement

- Master with min 15 mths experience
- C/E with min 15 mths experience
- C/O with min 15 mths experience
- 2/E with min 10 mths experience
- 2/O with min 6 mths experience, experienced chemical 2nd master may apply
- Bosun, A/B, Motorman, Fitter preferby with PSCRB
- All junior officers to be qualified in advanced tanker courses

Our unique offer includes

- Full indian crewing and indian cuisine onboard
- Wages at par with the best in the industry
- Good promotion prospects
- Family curriage for senior officers
- Excellent in-house training on company's expenses including DG approved courses
- Long term career growth plan for officers in shore
- Diverse & expending fleet ships from world's leading ship owners

Mail your Cvs to : seema@kship.co.in or careers@kship.co.in or Post it to Kship - Krishnamrutam Enterprises Private Limited
Level 13, Platinum Techno Park, Sec. 30A, Plot 17 & 18, Vashi, Navi Mumbai 400705, India

24 hours Helpline - 09883420011

KIB

Krishnamrutam Investigation Bureau P. Ltd.

KIB Pvt. Ltd. *Personal & Corporate Detectives*

PROFESSIONAL INVESTIGATIVE SERVICES

Professional | Experienced | Incorporated

Confidential Investigations & Fact-Finding Worldwide

Investigative Resources international is a professional private investigation company providing comprehensive investigative services since 2003. We are committed to offering innovative and effective risk management solutions to our entertainment industry clients

Visit us online at www.kib.co.in or call +91 22 4123 9033

KIB Private Limited

38, Chawla Complex, Sec. 15, Plot 38, Near Croma, Belapur, Navi Mumbai - 400614
Tel. : 022-41239033/022-32249209 | bawa@kib.co.in, sarafina@kib.co.in | www.kib.co.in





At Sree Fashions, we stand out among the other modeling agencies by developing online and offline model portfolios that can be used by modeling agencies, fashion photographers and models themselves.

Indiafashionmodels.com is # 1 networking site for models, photographers, hair stylists, makeup artists, fashion stylists, fashion designers, producers and other professional people involved in print and film media production. It's a great site for networking with talent in the industry - especially if you want to search out hire talent directly instead of using agents.

What you will need for your Indiafashionmodels.com profile:

Twelve photos showing your work and 500 words describing yourself. You can upload up to 12 images, each not more than of 250 kb size. The images have to be artistic but not vulgar or obscene. No frontal nudity or otherwise indecent.

The "CASTING calls forum" is where you can post a casting call, travel notice or availability notice. You can also use our "Shoutbox". Other Indiafashionmodels.com members can respond to your castings.

You will obtain the responses in a list form. For private listings with aided screening photos use the form in the web site.

Enroll today and get a lifetime portfolio for free.

Sree Fashions

www.indiafashionmodels.com

Enroll today. Models are not born.

They are Designer-made. Joining is free

I am what I want to be...
I am what the Creator wanted me to be...
Shy, sober, sometimes wild,
Timid, restless, sometimes bursting at all seams,
Effervescent, egged on, etchy and always
With a tiny butterfly in the stomach....
I am unique...
I don't know rules....
For they don't know me..
For they did not consult me while making them....
Far away from the rules....
Far away from sanity & insanity...
Far away from right & wrong....
I stay where I belong to...
They call me Kameksha....
Welcome to my Village....
Share my abundance of
Some unique styles and fashions...
I know you will love them...
As you'd love me ...
Because I AM You, REALLY!

Kameksha

Shop No. 3, Mita CHS, Sec. 20, Plot 32, Kharghar, Navi Mumbai - 410210 | Tel: 022 64272429

Kameksha, A chic bridal boutique located in Navi Mumbai filled with dresses as distinctive as our elite clients



INTERNATIONAL MARITIME ACADEMY

Academy of Excellence in Maritime Training to meet international shipping requirements.

IMA is Graded as **"OUTSTANDING" institution (GRADE-1)** by SMERA (which is a DGS approved Rating Agency) for the infrastructural facilities & other features.

Join IMA to Explore the Worldwide Opportunities.

Today, the International shipping companies from Japan, Norway, Hong kong, Denmark, Greece and other parts of the world are coming to India to select our Indian Deck officers / engineering officers.

IMA is presently conducting the following courses.

- | | |
|--|---|
| (1) 4 Year - B. Tech Marine engineering Degree Course | - To become a Marine Engineer (Approved By DGS) |
| (2) 4 Year - B. Tech Naval Architecture & Ship Building Course | - To become an engineer of the Ship Yard (Approved By University) |
| (3) 3 Year - B. SC (Nautical Science) | - To become a Captain of the Ship (Approved By DGS) |
| (4) 1 Year - Diploma In nautical Science | - To become a Captain of the Ship (Approved By DGS) |
| (5) 6 Months - GP Rating | - To become a Deck & Engine Crew (Approved By DGS) |

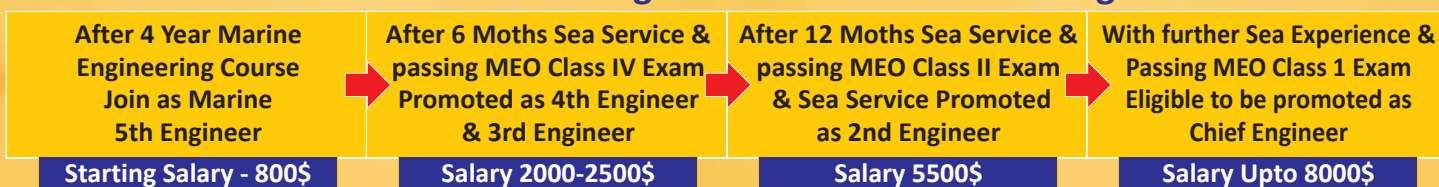
B.TECH - MARINE ENGINEERING (4 Year Course)

*Under Technical Collaboration with
Karnataka State Open University (KSOU), Mysore*

CAREER PROSPECTS FOR MARINE ENGINEER

The (10+2) candidate, when they complete 4 year marine engineering course successfully, they are referred as Engineering cadets. The Engineering cadets are eligible to be appointed as a Junior Engineer on Merchant Ships. On completion of the stipulated period. on ships and after passing the required competency Examination conducted by the Directorate General of Shipping, Govt. of India or Marine Administration of other governments, the Engineer becomes a Chief Engineer of ship within 5 to 6 years.

Growth from Junior Engineer to become a Chief Engineer



EDUCATIONAL QUALIFICATION & AGE:

Pass in (10+2) from a Recognized Board with 60% average in Physics, Chemistry, Maths & 50% in English subject either in 10th or 12th Standard.

AGE LIMIT: Maximum 12 yrs. No Color Blindness Spectacles allowed

FEE PAYABLE - For Reservation Rs. 25,000/-

For 1st Year : - On Joining Rs. 2,75,000/-
For 2nd Year : - Rs. 2,50,000/-
For 3rd Year : - Rs. 2,25,000/-
For 4th Year : - Rs. 2,25,000/-
Total Fee : - Rs. 10,00,000/-

Administrative Office

International Maritime Academy 41, Giri Road,
T.Nagar, Chennai - 600 017. Tamil Nadu, India.
Ph : (044) - 43502120, 43502320, 43502520 | Fax : (044) - 43502130
Mobile : (0) 91766 37100, (0) 91766 87200, (0) 98418 12150, (0) 98410 75140
E-Mail : imaadmission@gmail.com | imamaritime@gmail.com

Academy Campus

International Maritime Academy No.41,
Jamin Korattur, Pudhuchatram,
(From Poonamallee to Tirupathi Highway Road)
Ph : (044) - 26810940, 26810950, 26810960
Fax : 26810980



*Loving a sailor is a high price to pay
Loving him is truly hard when he's away
Your man's a seafarer like that old ancient trader
It's a high price to pay for loving a sailor.*

- Laura Anne



MV Kship
IMO No. 5743567



Edited, Published & Printed by
P. H. Krishnan
for and on behalf of
Kship Media Services

Level 13, Platinum Techno Park

Sec. 30A, Plot 17 & 18, Vashi, Navi Mumbai 400705, India

Tel. : +91 22 6121 4942, 31923345 | Fax : +91 22 61214950

Email: starboard@starboardstrategies.net | Website: www.starboardstrategies.net

All opinions expressed are those of the contributors. We do not take any responsibility therefor